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NEW EQUIPMENT SPEEDS TRUCK AND AUTO OUTPUT; BICYCLE PRODUCTION LAGS

GOR'KIY PLANT CUTS COSTS -- Moscow, Pravda, 20 Jun 53

The Gor'kiy Automobile Plant imeni Molotov is operating at a profit and, so far in the Fifth Five-Year Plan, has unfailingly exceeded its assignment for cutting production costs. In 1951, the plant reduced production costs 6.1 percent as compared to the 5.3 percent called for by the plan; in 1952 the plant cut production costs 16.2 percent as compared to the 15.9 percent called for by the plan. In 2 years and 4 months of the Fifth Five-Year Plan, the plant has saved 37 million rubles above the plan.

In 1952, 1½ million rubles were saved by converting part of the machine tools making GAZ-51 and Pobeda parts to high-speed cutting methods.

The use of automatic and semiautomatic machines for assembling springs, welding wheels, pressing and assembling radiators, and other operations released 50 workers for other tasks and made possible a saving of one million rubles a year.

Half as many norm hours were required to build a GAZ-51 truck in 1953 as were required in 1948. In the first quarter of 1953, it took 3½ times less time to build a Pobeda automobile than it did at the beginning of 1948.

With the 1950 metal consumption of a GAZ-51 truck as 100 percent, the 1951 consumption was 95.5 percent, the 1952 consumption was 91.8 percent, and the first-quarter 1953 consumption was 90.4 percent. Metal consumption of the Pobeda was correspondingly reduced.

With 1949 as 100 percent, production costs for the GAZ-51 truck were as follows: 1950, 71.5 percent; 1951, 67.9 percent; 1952, 58.7 percent; and 4 months of 1953, 58.3 percent. Again with 1949 as 100 percent, production costs of the Pobeda were as follows: 1950, 76 percent; 1951, 70.7 percent; 1952, 54.0 percent; and 4 months of 1953, 50.7 percent.

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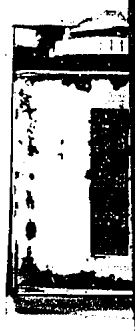

All production sections in the basic shops and most of the sections in the auxiliary and secondary shops are operating on a cost-accounting basis.

The automatic transfer machine line for machining cylinder blocks is not yet operating at full capacity.

The plant fulfilled its gross production plan for the first 5 months of 1953 by 103.4 percent.

At present, the plant is making 170 type designations of GAZ-51 parts and 241 type designations of Pobeda parts from leftover ends of metal. As a result of this measure, the consumption of "fresh" metal for each GAZ-51 truck has been reduced 99.3 kilograms, and for each Pobeda, 76.6 kilograms.

The plant is taking measures to reduce overhead in the shops and in the plant as a whole. In 1951, overhead expenses amounted to 210 rubles and 18 kopeks for each 1,000 rubles of gross production but by the first quarter of 1953 this figure had been reduced to 174 rubles and 10 kopeks per 1,000 rubles.

In the first 5 months of 1953, the plant protested payment of accounts totaling 49.6 million rubles because shipments of materials were incomplete. The plant also asked fines of approximately 2 million rubles against suppliers for failure to deliver materials and semifabricated parts, for short weight, and for defective materials. Measures such as these have improved the flow of materials from suppliers to the plant.

The stock rooms and shops still lack scales, water meters, gas meters, and watt-hour meters. The plant has only railroad scales; hence it cannot weigh all the materials which come into the plant.

In the past 2 years, the plant has set up three new automatic transfer machine lines for machining cylinder blocks and has built an automatic line for welding GAZ-51 truck wheels, 15 automatic and semiautomatic polishing machines, and an automatic machine for welding radiators.

In 1953, the plant, using its own resources, plans to design and build five control, two packaging, two assembly, and three polishing automatics.

The plant now has 80 assembly conveyers which account for 85 percent of all assembly work. In the past 2 years, 30 new conveyers have been built and put into operation in the forge shops and foundries. In recent years, conveyers with an over-all length of 1,100 meters have been installed in the forge shops, releasing 100 workers from heavy tasks.

In the past 3 years, the cost of a ton of usable /godnyy/ gray-iron castings has been reduced 301 rubles and the cost of a ton of usable malleable iron castings has been reduced 351 rubles.

By broaching the big end of connecting rods instead of grinding them, the plant tripled labor productivity, released six internal grinding machines and 60 square meters of floor space for other purposes, and reduced rejects to a fifth of what they had been.

In 1952, the plant saved more than 12 million kilowatt-hours of electric power and more than 9,300 tons of fuel.

In 1953, losses due to rejects have been 3.6 times lower than they were in 1948, and one fifth of what they were in 1940.

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BICYCLE PLANT FAILS TO MEET PLAN -- Kiev, Pravda Ukrainy, 24 Jun 53

The Khar'kov Bicycle Plant (director, Konovalov) failed to meet its monthly plan in April; and although it met the over-all plan in May, it failed to meet its assignment for variety of types of output. In 16 days of June, the plant has completed only 39.9 percent of the June plan.

Pustovalov, chief engineer, and Timoshchenko, chief technologist, are responsible for the fact that three automatic machines for fitting spokes on wheels have not yet been put into operation.

Late in 1952, the Division of the Chief Designer, headed by Gladkiy, was told to prepare blueprints and technical documentation for a new woman's bicycle, the V-22. However, it was not until the second half of 1953 that the blueprints and documentation reached the shops, and accessories needed for production of this bicycle are not yet ready. A similar delay in design work has held up series production of a new motor bicycle.

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